

BookletChart™

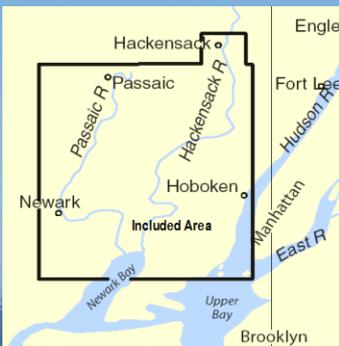
Passaic and Hackensack Rivers

NOAA Chart 12337

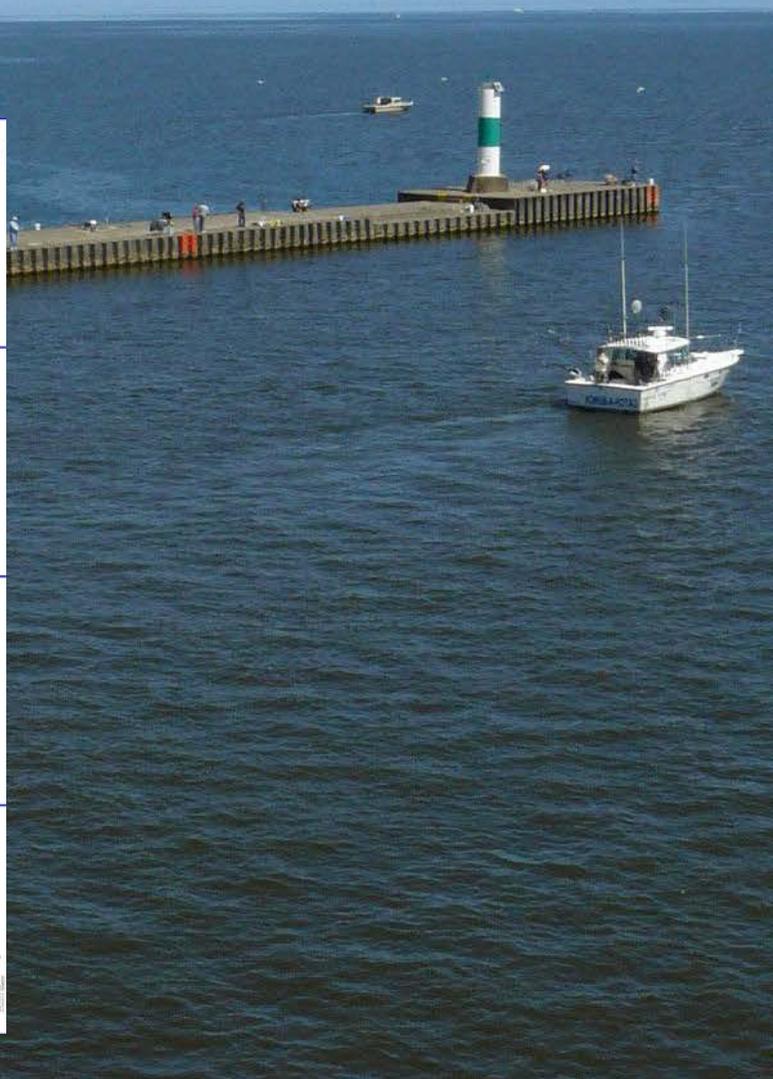
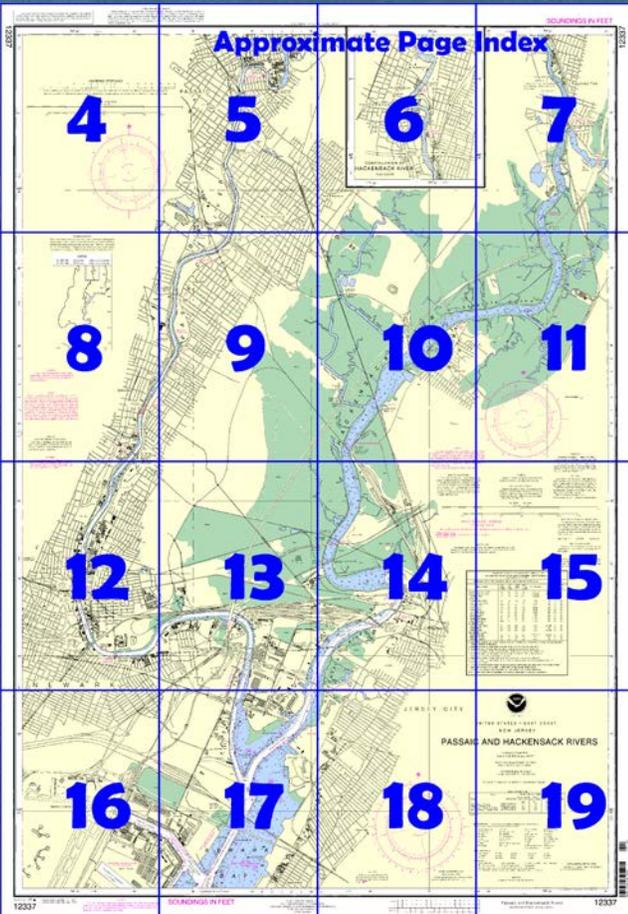


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

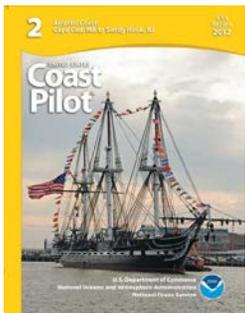
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12337>.



(Selected Excerpts from Coast Pilot)

Newark Bay has a length of about 4 miles from Kill Van Kull to the junction of the two channels leading to Passaic and Hackensack Rivers. The greater part of the bay is very shoal, but a dredged channel leads through the bay to the rivers. The channel is well marked by lights and buoys. Strangers in small vessels should have no difficulty when using the chart as a guide. Deep-draft vessels should employ a pilot.

Channels.—Federal project depth in the main channel to about 0.3 mile north of the branch channel to the Port Elizabeth Marine Terminal is 45 feet, thence 40 feet to Port Newark, thence 35 feet to the junction of

Passaic and Hackensack Rivers. (See Notice to Mariners and latest editions of charts for controlling depths.)

Anchorage.—General and special anchorages are in Newark Bay. (See **110.1**, **110.60 (q)**, **(r)**, and **110.155 (h)**, chapter 2, for limits and regulations.)

Ice.—Ice sometimes closes navigation during a part of January and February.

The **Port Elizabeth Marine Terminal** operated by the Port Authority of New York and New Jersey, is on Newark Bay in Elizabeth, NJ, on the south side of Elizabeth Channel south of Port Newark. The facility is about 8 miles from The Narrows via Kill Van Kull. It is adjacent to the New Jersey Turnpike and Newark Airport in the heart of the New Jersey industrial area, about 25 minutes by highway from Manhattan.

The terminal has 25 deep-draft berths with depths of 32 to 40 feet reported alongside, and deck heights of 12 feet. In 1996, a rock with 36 feet of water over it was reported in about 40°40'26.6"N., 74°7'57.1"W., about 200 yards NNE of Buoy 14.

A large container-handling complex with extensive lift-on/lift-off and roll-on/roll-off systems is at the terminal. Included in this complex are cranes up to 50 tons, mobile straddle carriers with 32-ton capacities, cargo-handling buildings with more than 1-million square feet of storage space, and a large area for open storage. A Class I railroad provides the terminal with direct rail services. Excellent cargo handling and storage facilities are available.

Channels.—Federal project depth in Elizabeth Channel, leading to the terminal from the main channel in Newark Bay, is 45 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

Port Newark Terminal, operated by the Port Authority of New York and New Jersey, is on the western side of Newark Bay 2.7 miles above the south entrance, northward of the Port Elizabeth Marine Terminal. It is in the heart of the New Jersey industrial area, adjacent to the New Jersey Turnpike and Newark Airport. There are 37 deep-draft berths; reported depths alongside, 32 to 35 feet; deck heights, 11 to 12 feet; many transport and storage areas and excellent cargo handling facilities. A Class I railroad provides the terminal with direct rail service.

Channels.—Federal project depth in Port Newark Channel and Port Newark Pierhead Channel, leading to the terminal from the main channel in Newark Bay, is 40 feet. (See Notice to Mariners and latest editions of charts for controlling depths.)

The New Jersey Turnpike (IS 78) bridge, 0.7 mile above the entrance to Port Newark Terminal, has a fixed span with a clearance of 135 feet. The railroad bridge, 0.2 mile above the New Jersey Turnpike bridge, has a vertical-lift span with a clearance of 35 feet down and 135 feet up. The bridgetender at the railroad bridge monitors VHF-FM channel 13; call sign KS-9968.

A marina on the east side of Newark Bay about 0.9 mile above the New Jersey Turnpike bridge provides berths, gasoline, diesel fuel, water, electricity, ice, storage, marine supplies, and a 25-ton lift; hull and engine repairs can be made.

Passaic River, which flows into the northwest end of Newark Bay, is used by vessels to **Passaic**, a manufacturing city at the head of navigation 13 miles above the mouth. Above the Wall Street bridge at Passaic the river is obstructed by boulders partly showing above the water for 1.5 miles to the **Dundee Dam**. The city of **Newark** extends along the river for a distance of nearly 5 miles above the mouth.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Boston Commander
1st CG District (617) 223-8555
Boston, MA

Table of Selected Chart Notes

NOTE B
A depth of 11 feet was available for varying widths with local knowledge.
Jan - Feb 1971

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

HEIGHTS
Heights in feet above Mean High Water.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
New York, NY KWO-35 162.55 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.364" northward and 1.487" eastward to agree with this chart.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◦ (Approximate location)

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Mercator Projection
Scale 1:20,000 at Lat. 40°47'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoy may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

ANCHORAGE AREAS
110.155 (see note A)
Limits and assigned numbers of anchorage areas are shown in magenta.
37 38 39 GENERAL ANCHORAGES.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Port Newark Terminal	(40°41'N/74°08'W)	5.7	5.3	0.2	-4.0
Newark, Passaic River	(40°44'N/74°10'W)	5.9	5.5	0.2	-4.0
Hackensack, Hackensack River	(40°53'N/74°02'W)	6.6	6.3	0.3	----
East Rutherford, Passaic River	(40°51'N/74°07'W)	6.5	6.1	0.3	----

(Aug 2005)

PASSAIC, HACKENSACK RIVERS AND PORT NEWARK CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2012 AND SURVEYS TO MAR 2012

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
PASSAIC RIVER							
KEARNY POINT REACH	13.1	13.9	10.3	6,7-10	300	1.01	30
POINT NO POINT REACH	+0.1	4.5	8.5	6,7-10	300	1.13	30
HARRISON REACH	+0.6	5.1	1.0	6,7-10	300	1.87	20
NEWARK REACH	0.7	5.6	+0.7	6,7-10	300	1.28	A20
KEARNY REACH	+0.1	6.9	+0.5	6,7-10	300	0.85	A20
ARLINGTON REACH	3.1	8.6	+0.2	6,7-10	200-250	0.89	16
BELLEVILLE REACH - PARTIAL	0.9	2.5	7.6	6,7-10	235-205	0.16	10
BELLEVILLE REACH - UPPER (C)	2.0	2.3	11.0	1-04	150	1.3	10
NUTLEY REACH (C)	7.1	5.9	3.3	1-04	150	1.7	10
RUTHERFORD REACH (C)	4.0	7.6	4.2	1-04	150	2.2	10
WALLINGTON REACH (C)	+1.6	0.7	+1.2	1-04	150	0.9	10
HACKENSACK RIVER							
DROYERS REACH	26.0	24.2	18.0	2,3-12	300-500	1.55	B32
MARION REACH	20.8	25.5	22.8	2,3-12	300-370	1.81	B32
TURNING BASIN	14.8	14.8	14.8	2,3-12	Irregular	0.23	25
PORT NEWARK							
PIERHEAD REACH	31.4	30.8	27.9	6-11	300-750	0.65	40

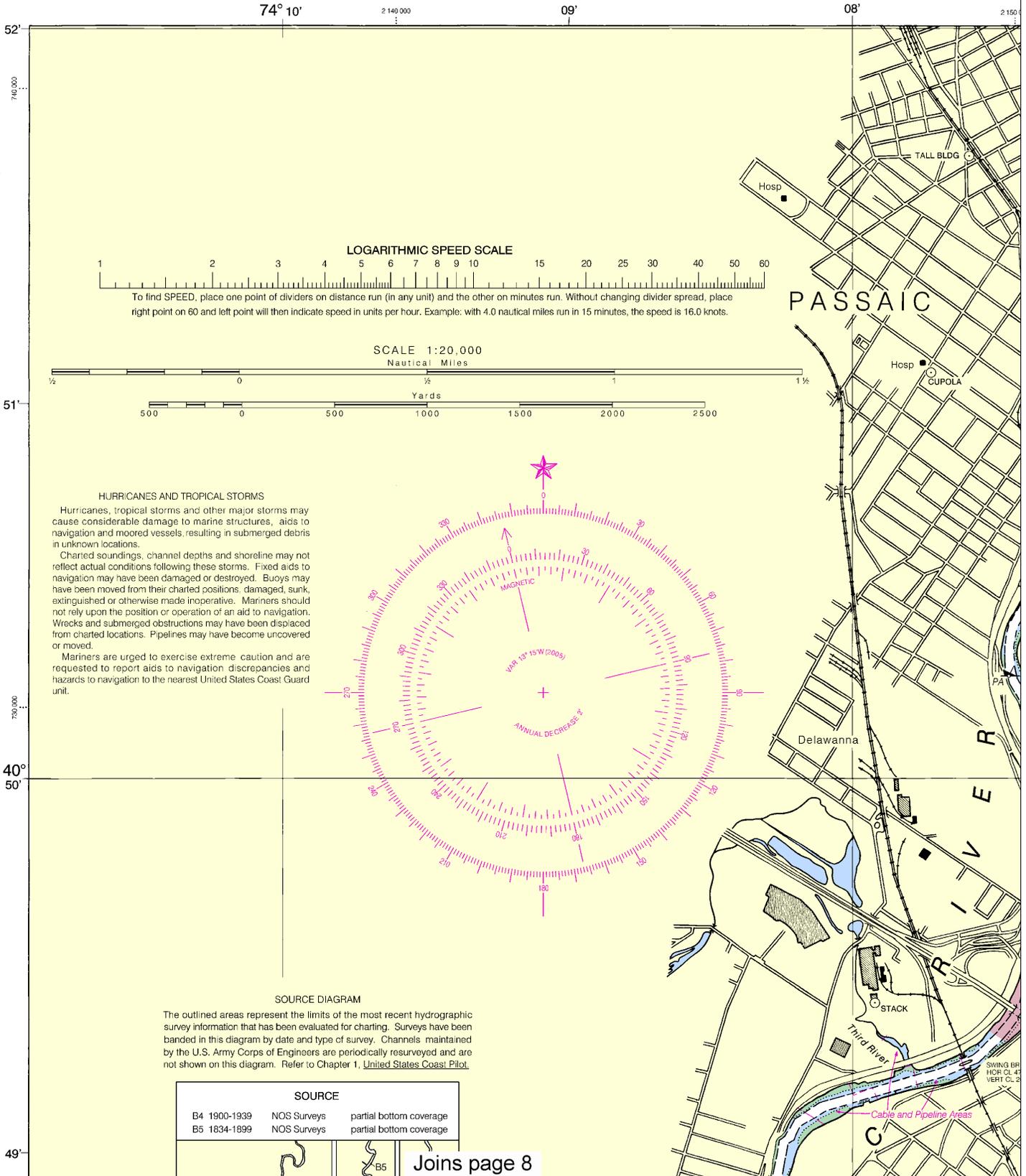
A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

12337

PRINT-ON-DEMAND CHARTS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.



HURRICANES AND TROPICAL STORMS

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SOURCE DIAGRAM

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SOURCE		
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage

Joins page 8

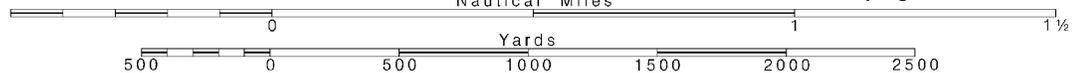
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

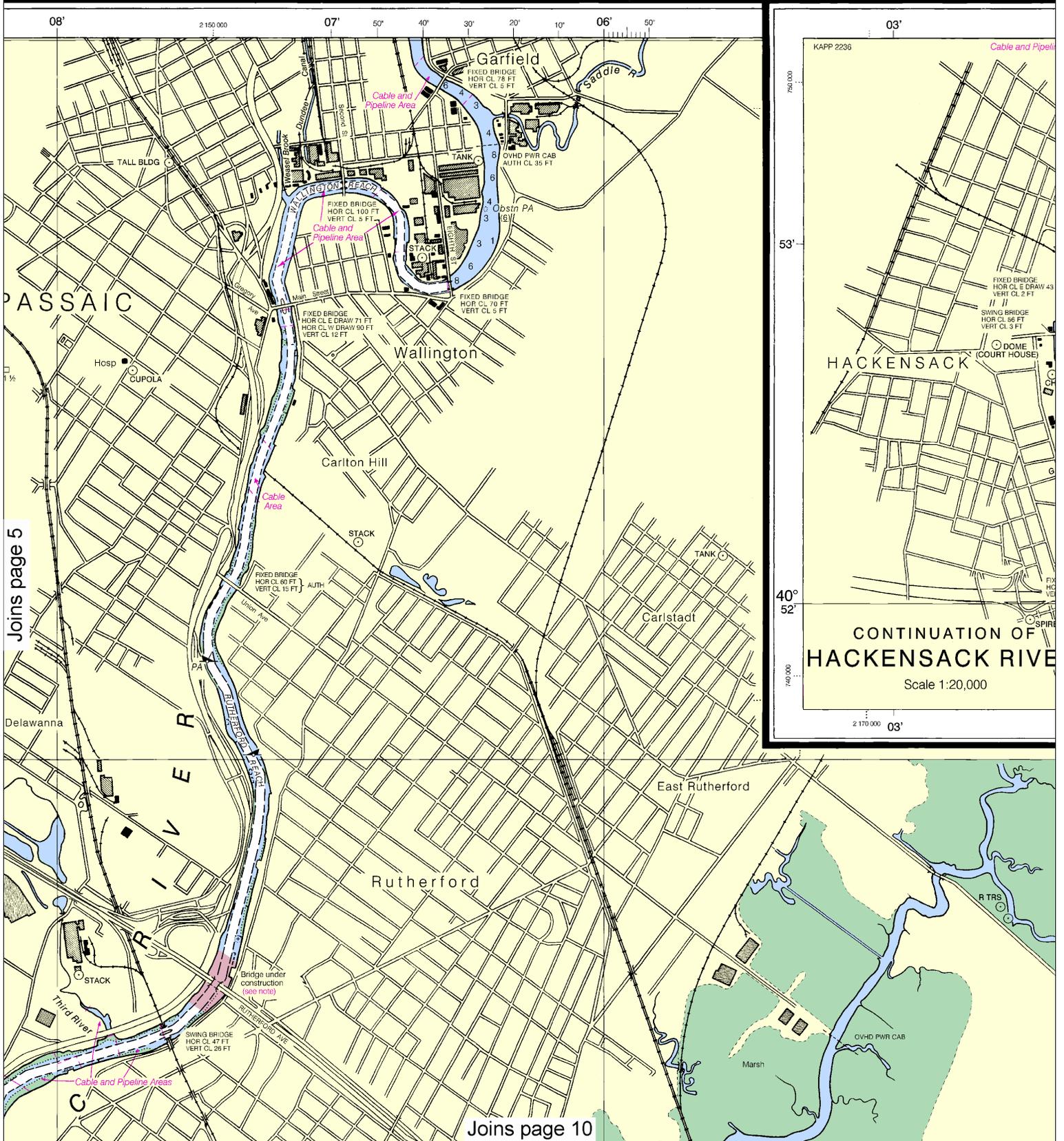
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



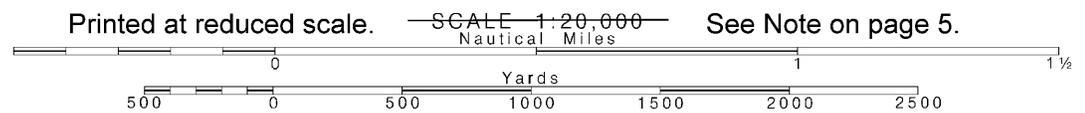


Joins page 5

Joins page 10



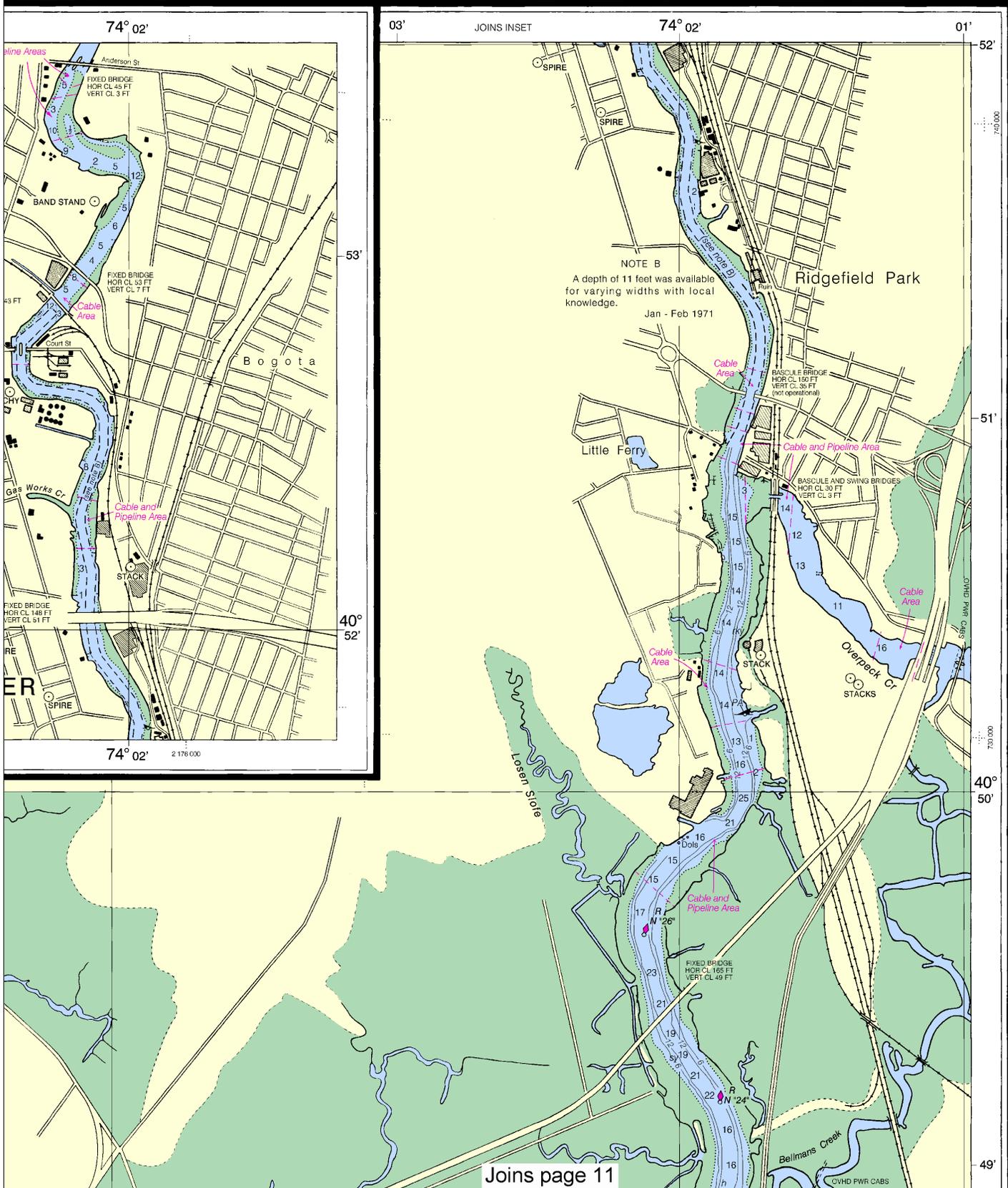
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See Note on page 5.

SOUNDINGS IN FEET

12337

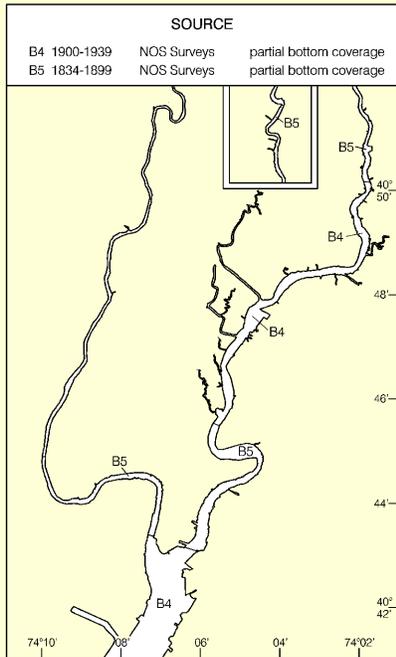


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4912 12/4/2012,
 NGA Weekly Notice to Mariners: 5012 12/15/2012,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



SOURCE DIAGRAM

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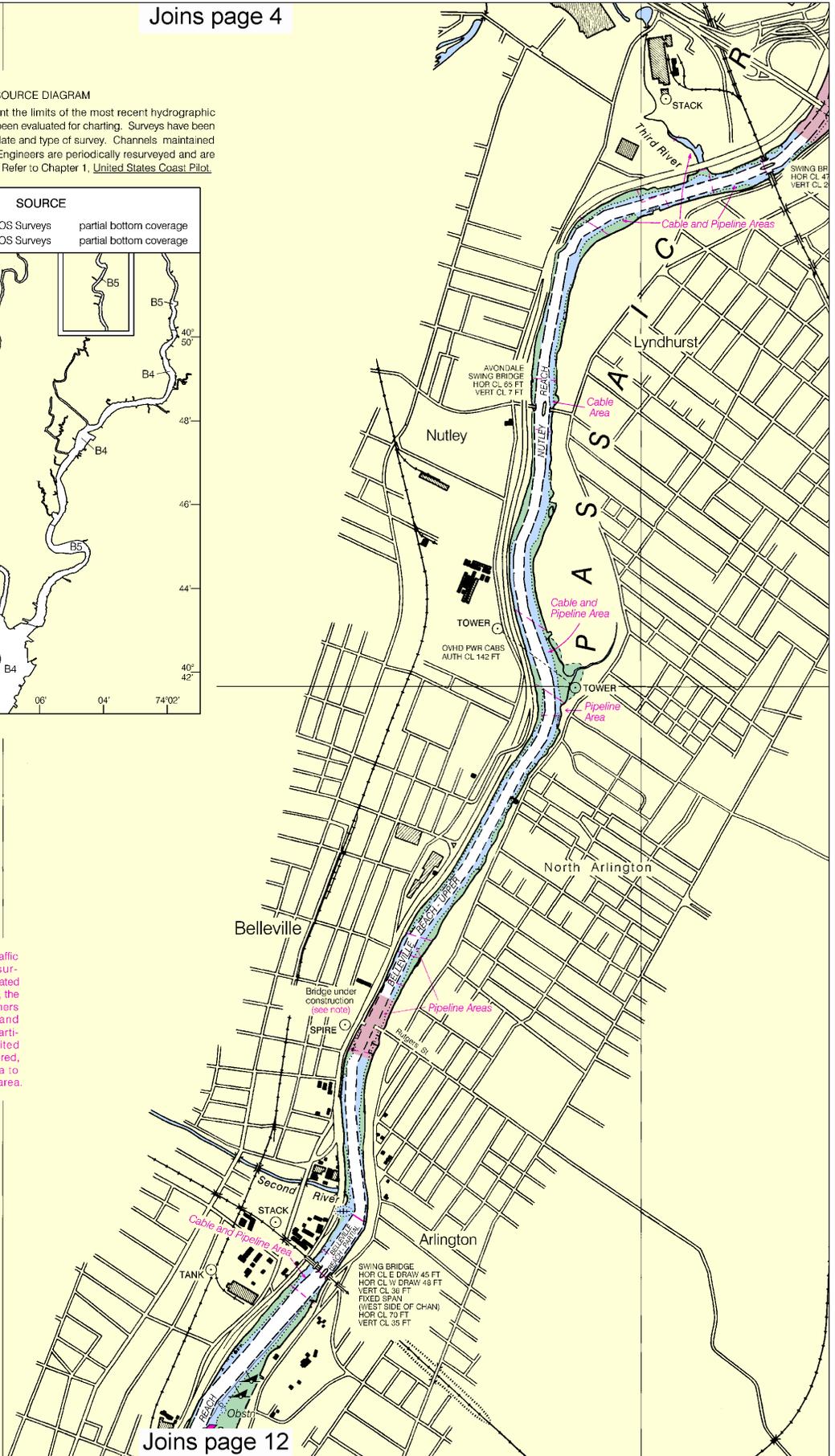
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50°

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE C
The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the New York Bay and surrounding areas. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate vessel traffic management within the VTS area.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

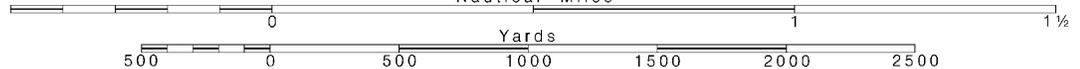


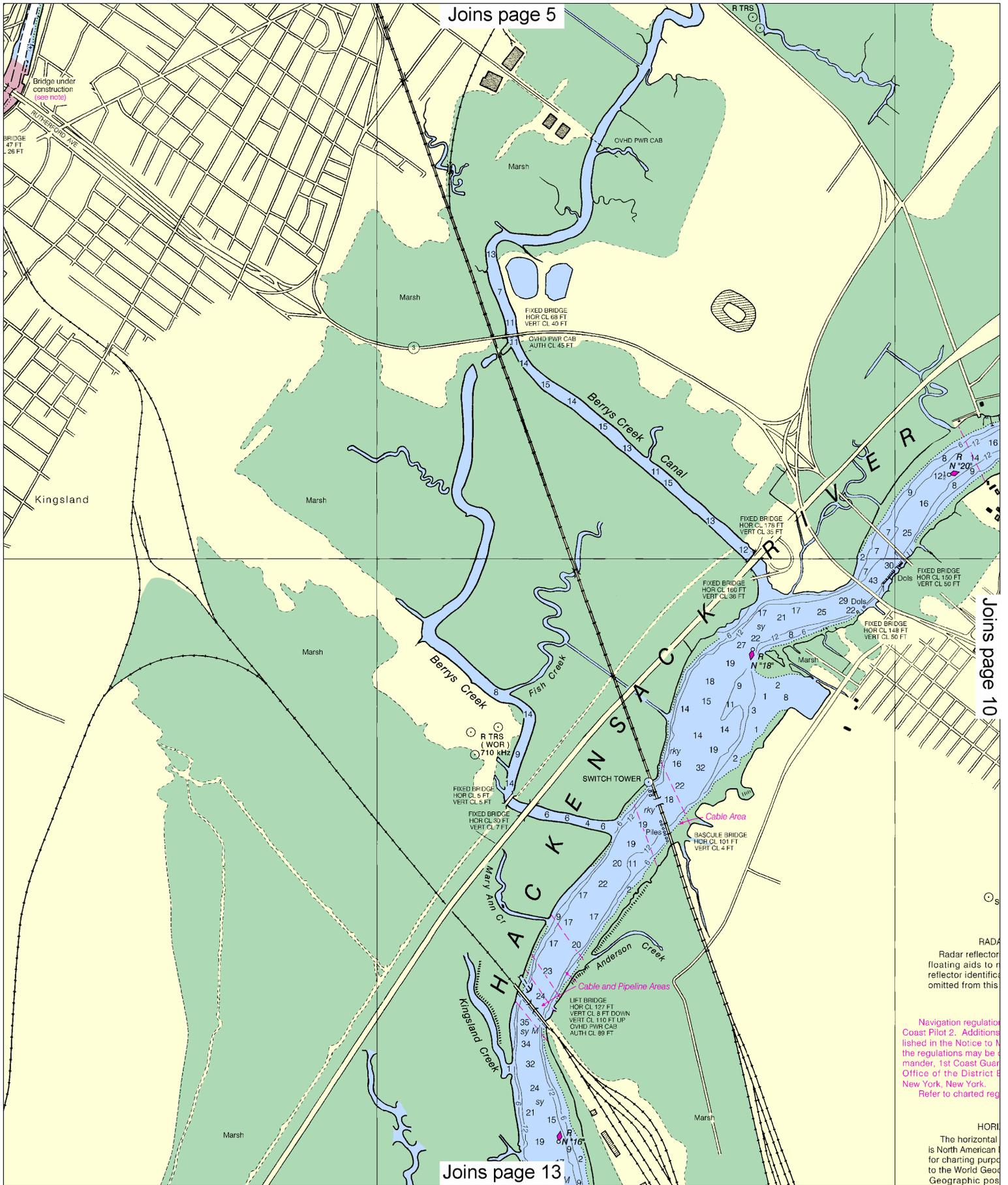
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

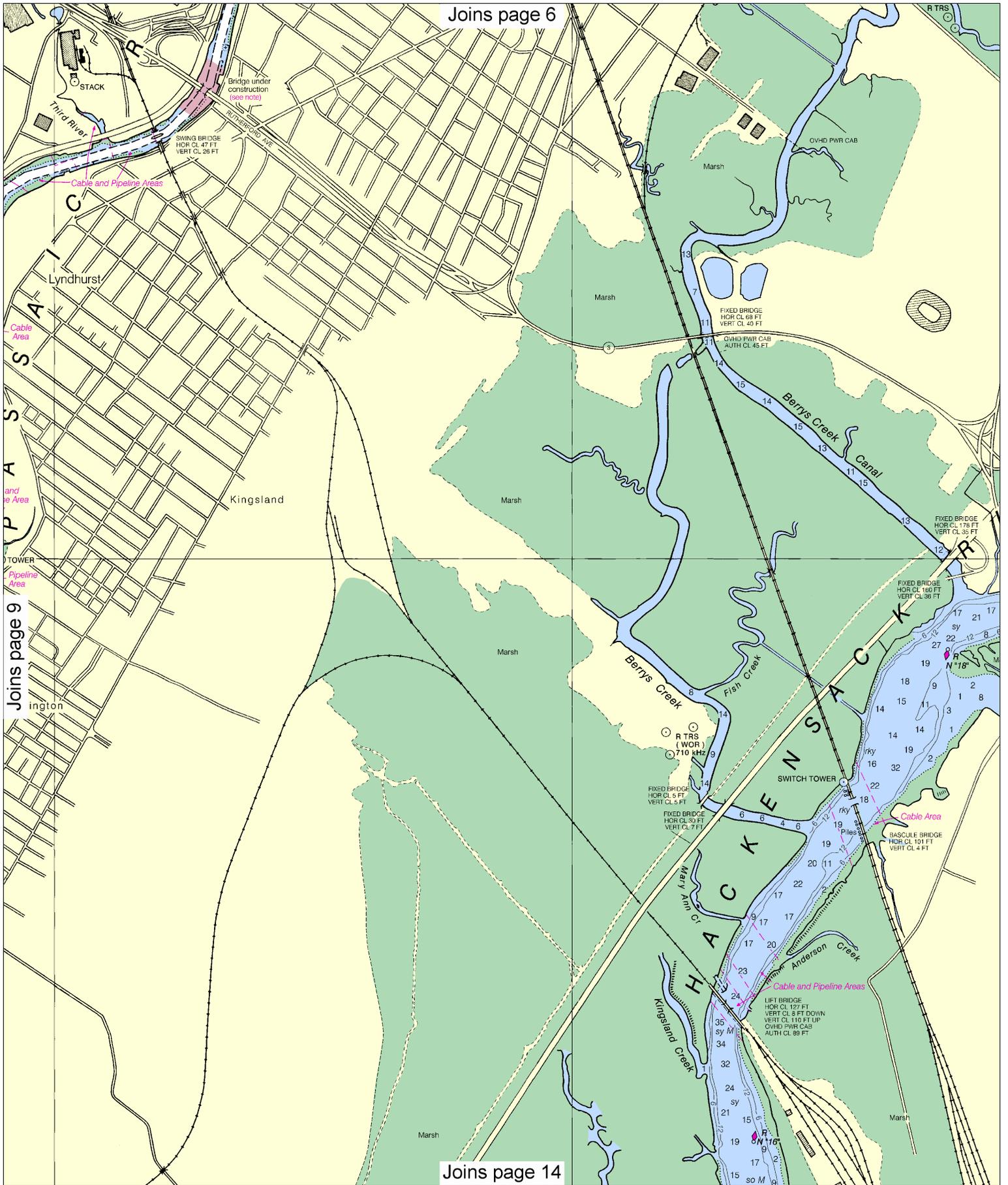




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Navigation regulation
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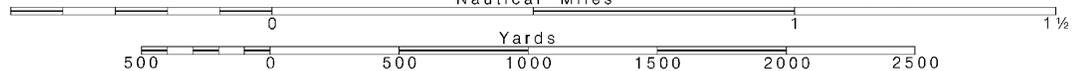
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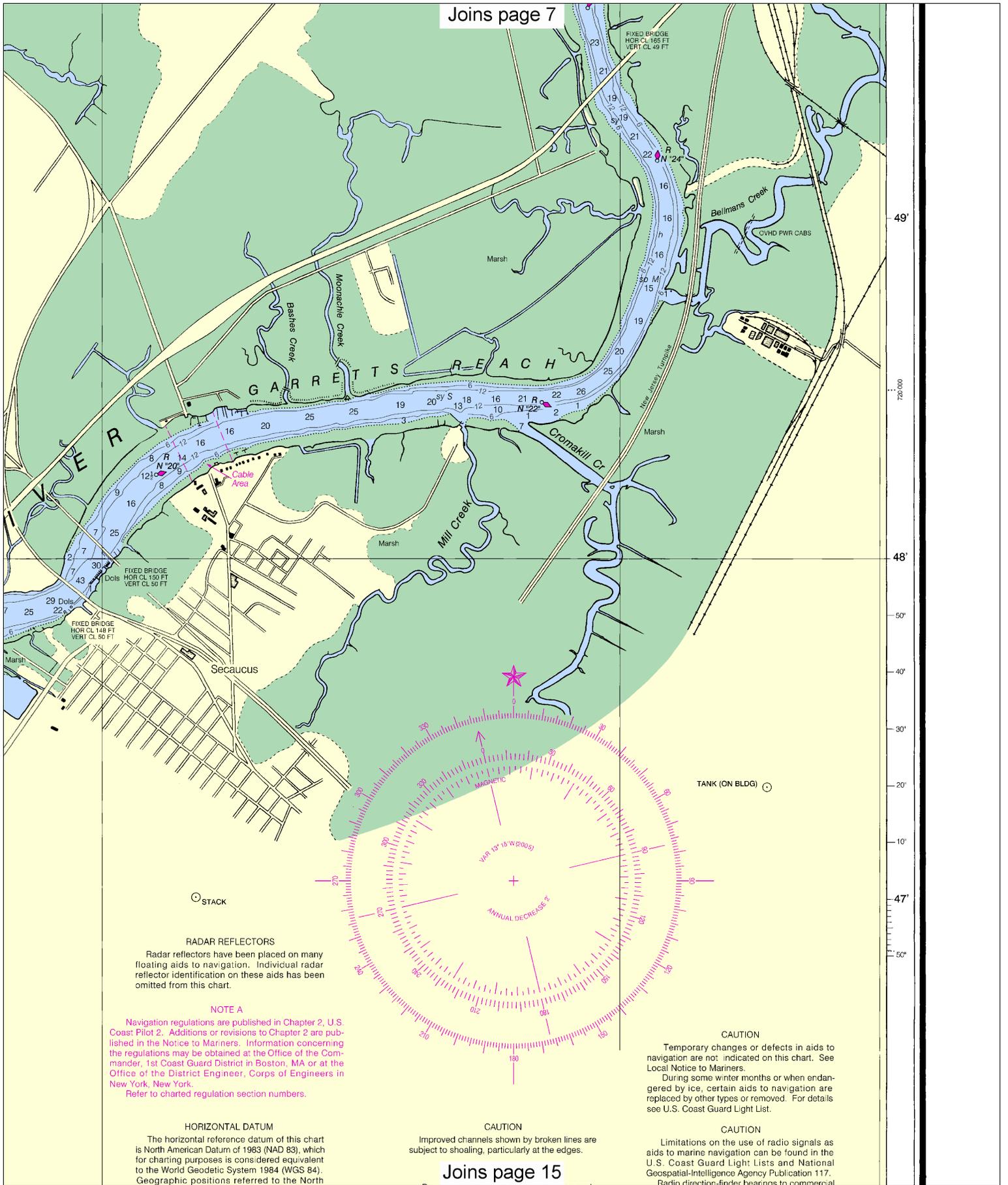
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SCALE 1:20,000
Nautical Miles

See Note on page 5.





RADAR REFLECTORS
 Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A
 Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, New York.
 Refer to charted regulation section numbers.

HORIZONTAL DATUM
 The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
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 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial

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Joins page 8



Joins page 16

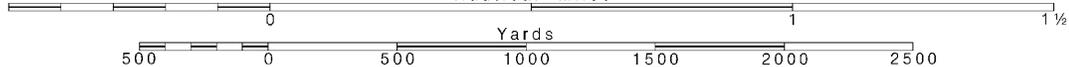
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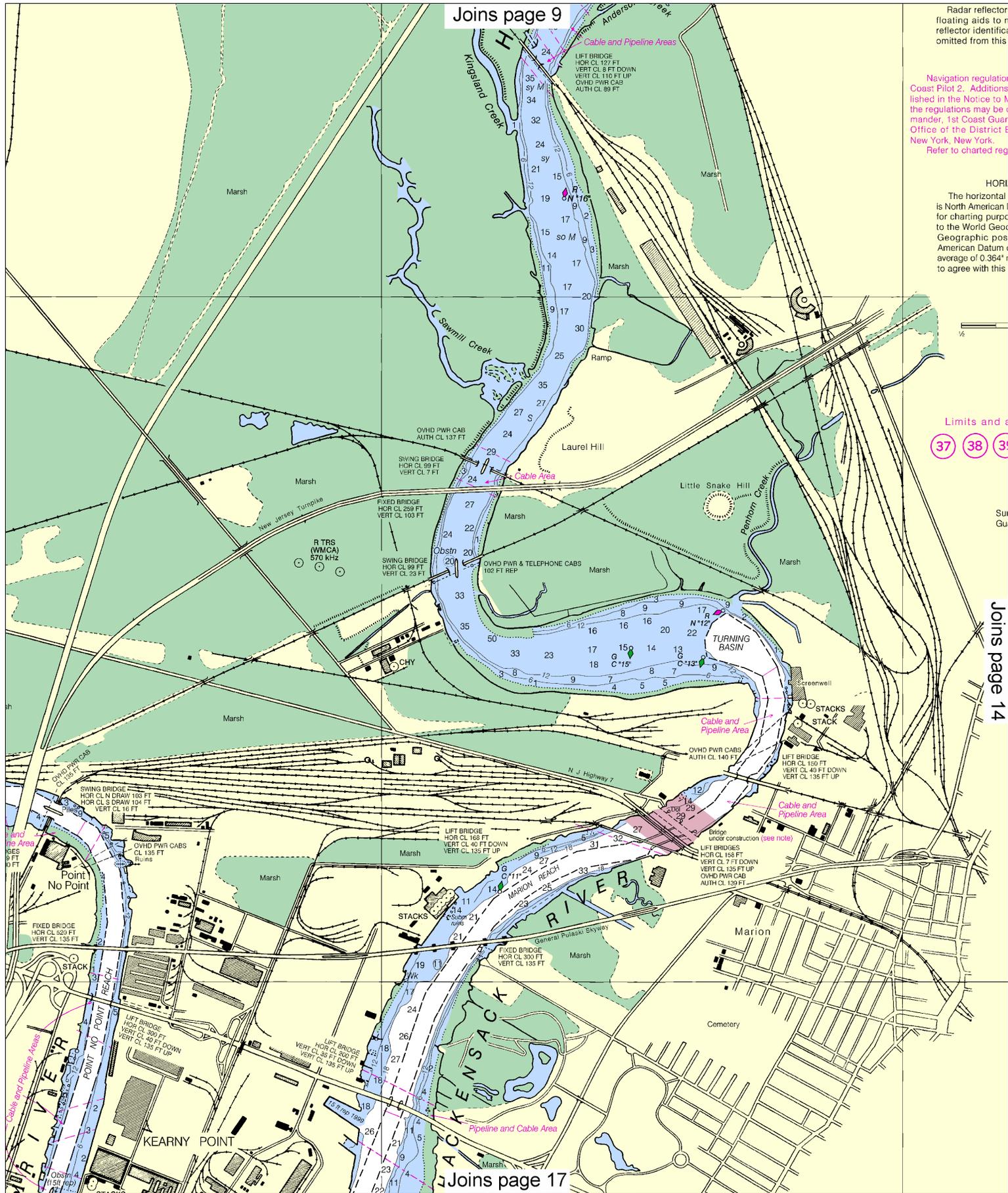
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SCALE 1:20,000
Nautical Miles

See Note on page 5.





Radar reflector floating aids to reflector identifiable omitted from this

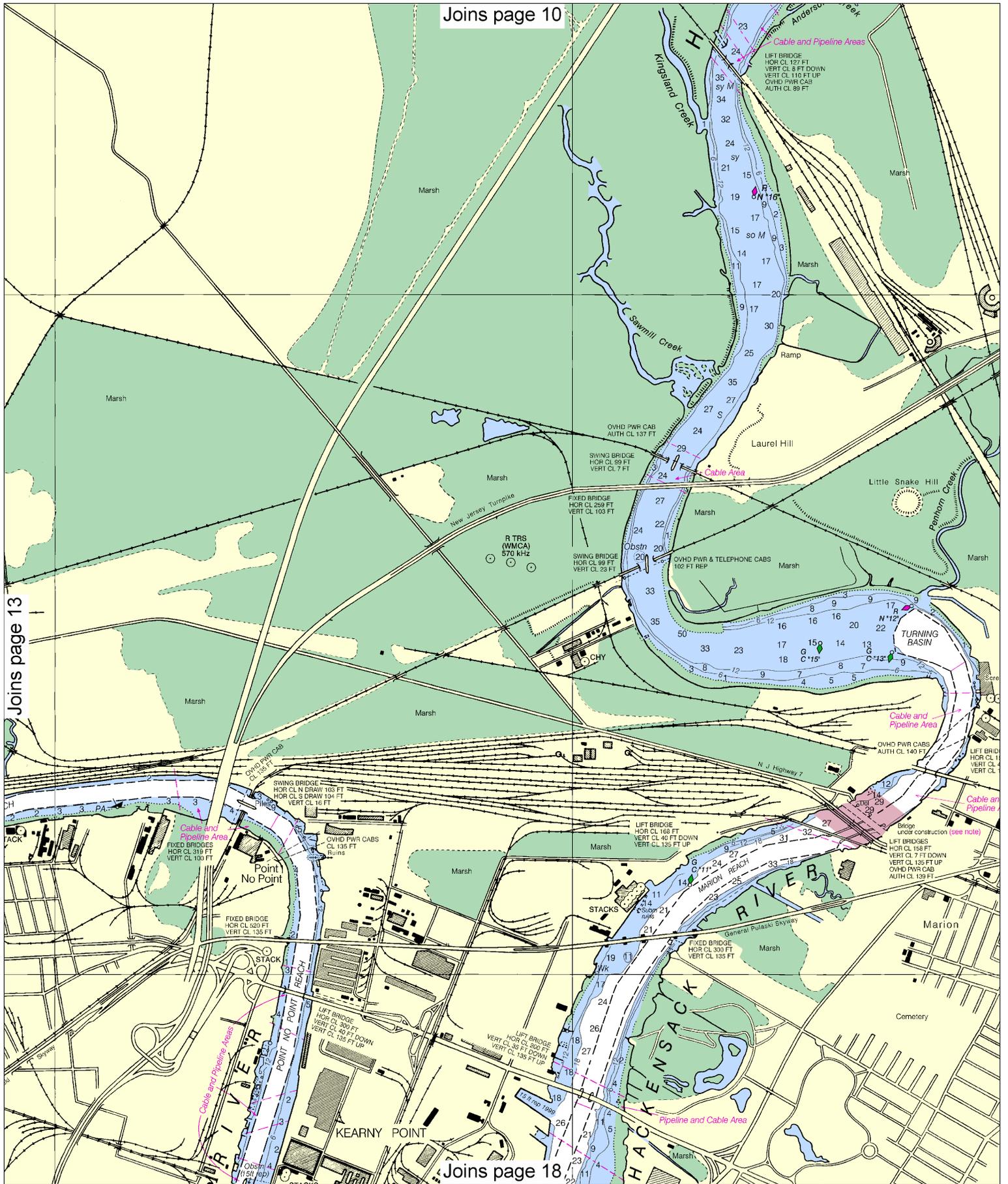
Navigation regulation Coast Pilot 2. Additions listed in the Notice to Mariners. The regulations may be found in the Office of the District Engineer, New York, New York. Refer to charted regulations.

HORIZONTAL The horizontal datum is North American Datum of 1983 for charting purposes. The datum is to the World Geodetic System 1984. Geographic position is in terms of North American Datum of 1983. An average of 0.364 meters is used to agree with this datum.

Limits and Joins page 14

37 38 39

Joins page 14

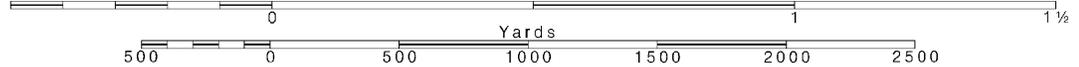


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Nautical Miles

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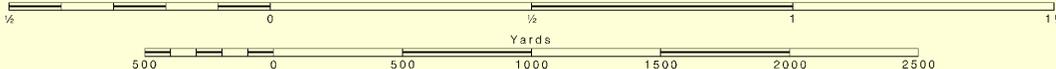
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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○ (Accurate location) ○ (Approximate location)

SCALE 1:20,000
Nautical Miles



ANCHORAGE AREAS

110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in magenta.

37 38 39 GENERAL ANCHORAGES.

NOAA WEATHER RADIO BROADCASTS

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New York, NY KWO-35 162.55 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

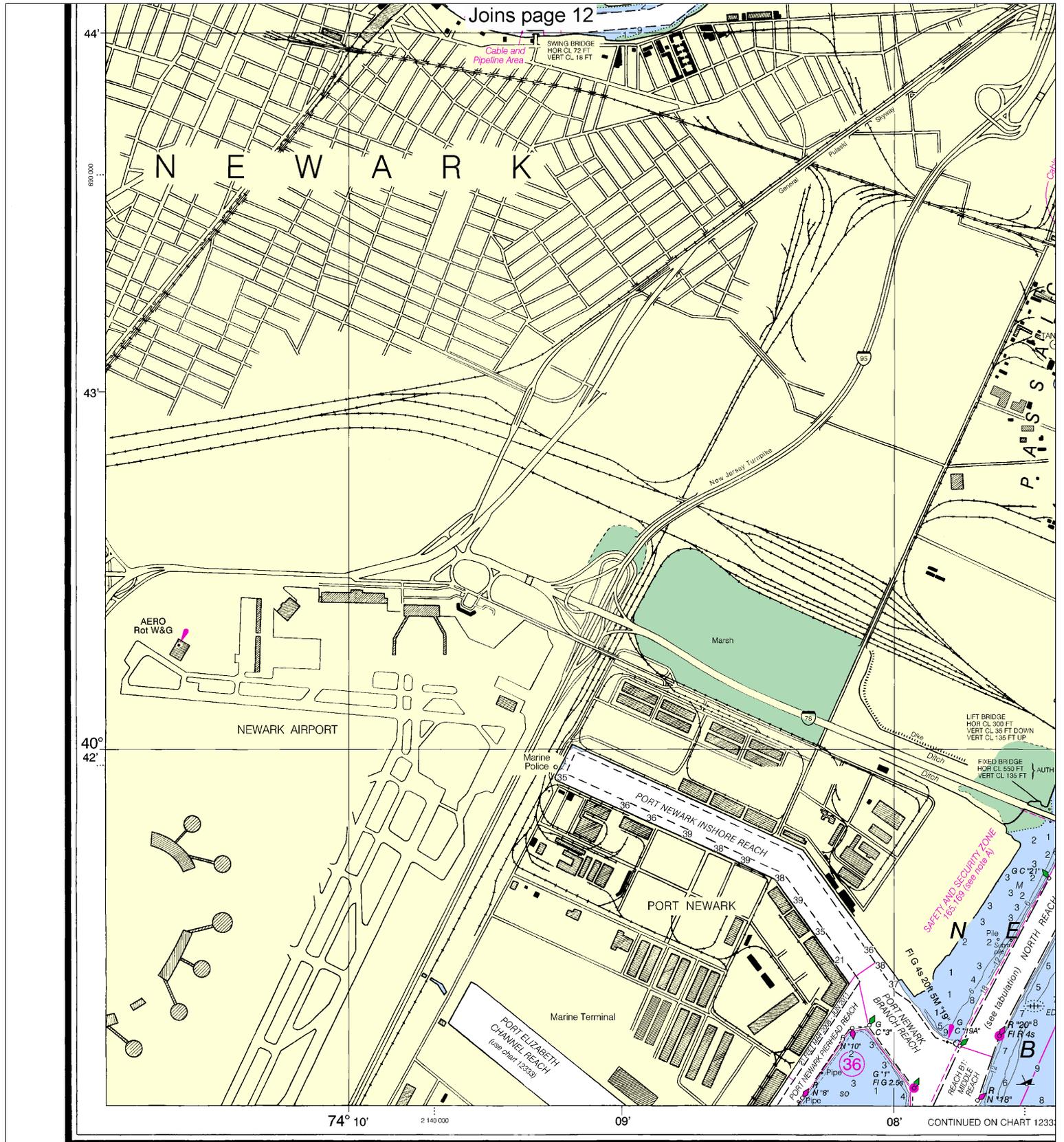
NEWARK BAY AND PORT NEWARK CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2011 AND SURVEYS TO JUN 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET) / LENGTH (NAUT. MILES) / DEPTH (FEET)
NEWARK BAY						
REACH B1: MIDDLE REACH	37.9	38.2	33.4	27.1	6-11	580-900 0.53 40
NORTH REACH	22.1	21.8	19.5	6.5	6-11	500-1030 1.36 35
TURNING BASIN	21.7	21.2	19.5	6.5	6-11	900 0.26 35
PORT NEWARK						
BRANCH REACH	26.4	37.4	35.2	29.5	6-11	400-1775 0.37 40
INSHORE REACH	33.0	31.7	30.7	30.6	6-11	400 1.06 40

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

PASSAIC, HACKENSACK RIVERS AND PORT NEWARK CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2012 AND SURVEYS TO MAR 2012						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES) / DEPTH (FEET)
PASSAIC RIVER						
KEARNY POINT REACH	13.1	13.9	10.3	6,7-10	300	1.01 30
POINT NO POINT REACH	+0.1	4.5	8.5	6,7-10	300	1.13 30
HARRISON REACH	+0.6	5.1	1.0	6,7-10	300	1.87 20
NEWARK REACH	0.7	5.6	+0.7	6,7-10	300	1.28 A20
KEARNY REACH	+0.1	6.9	+0.5	6,7-10	300	0.85 A20
ARLINGTON REACH	3.1	8.6	+0.2	6,7-10	200-250	0.89 16
BELLEVILLE REACH - PARTIAL	0.9	2.5	7.6	6,7-10	235-205	0.16 10
BELLEVILLE REACH - UPPER (C)	2.0	2.3	11.0	1-04	150	1.3 10
NUTLEY REACH (C)	7.1	5.9	3.3	1-04	150	1.7 10
RUTHERFORD REACH (C)	4.0	7.6	4.2	1-04	150	2.2 10
WALLINGTON REACH (C)	+1.6	0.7	+1.2	1-04	150	0.9 10
HACKENSACK RIVER						
DROYERS REACH	26.0	24.2	18.0	2,3-12	300-500	1.55 B32
MARION REACH	20.8	25.5	22.8	2,3-12	300-370	1.81 B32
TURNING BASIN	14.8	14.5	14.8	2,3-12	Irregular	0.23 25
PORT NEWARK						
PIERHEAD REACH	31.4	30.8	27.9	6-11	300-750	0.65 40

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
B. REACHES WERE NEVER COMPLETED TO A 32 FOOT DEPTH. PREVIOUS DREDGING WAS TO 30 FEET ONLY.
C. THE CORPS OF ENGINEERS HAS CONFIRMED THAT THIS REACH IS NOT ACTIVELY MAINTAINED.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



Joins page 12

SWING BRIDGE
HOR CL 72 FT
VERT CL 16 FT

Cable and Pipeline Area

N E W A R K

AERO
Rot W&G

NEWARK AIRPORT

Marsh

Marine Police of NJ

PORT NEWARK INSHORE REACH

PORT NEWARK

Marine Terminal

PORT ELIZABETH CHANNEL REACH
(use chart 12329)

LIFT BRIDGE
HOR CL 300 FT
VERT CL 35 FT DOWN
VERT CL 135 FT UP

FIXED BRIDGE
HOR CL 550 FT
VERT CL 135 FT

SAFETY AND SECURITY ZONE
165 to 188 feet rise by

PORT NEWARK BRANCH REACH

PORT NEWARK NORTH REACH

74° 10'

2 140 000

09'

08'

CONTINUED ON CHART 12333

23rd Ed., Oct. /05
12337

Corrected through NM Oct. 1/05
Corrected through LNM Sep. 27/05

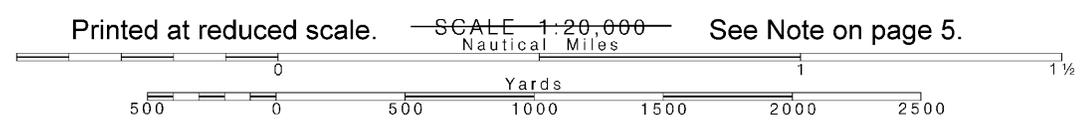
CAUTION

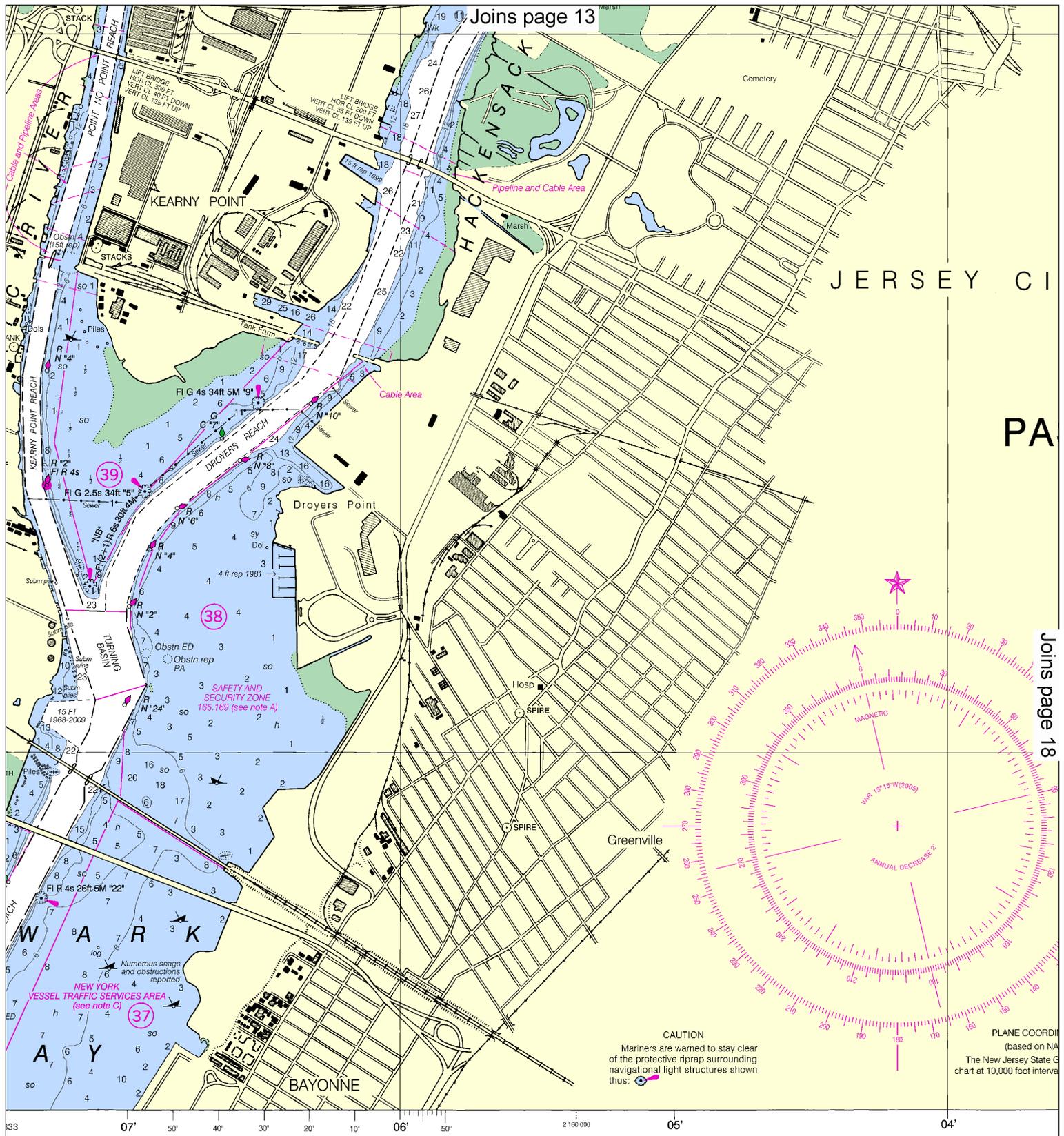
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN FEET

16

Note: Chart grid lines are aligned with true north.

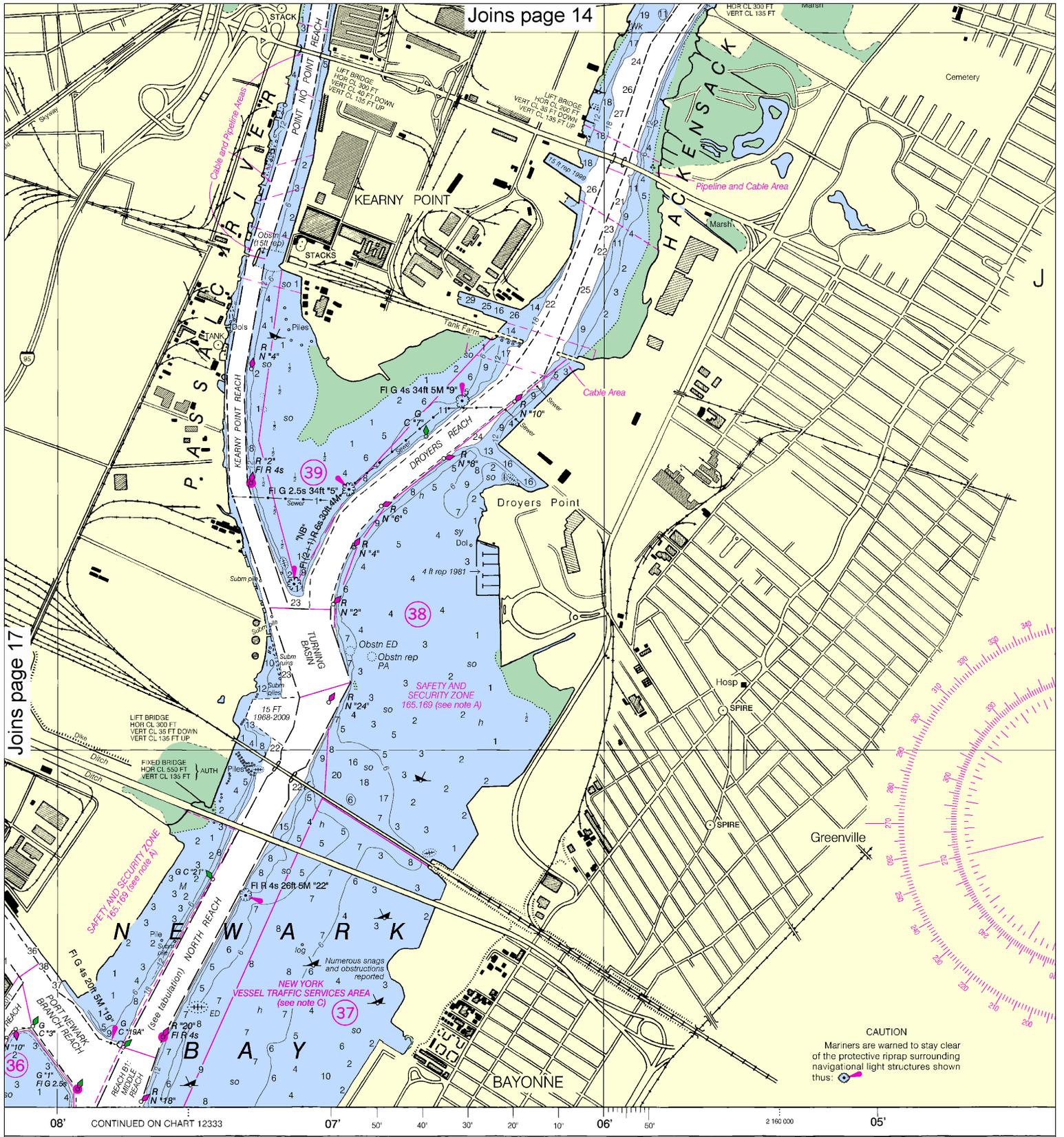




ET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11



Joins page 14

Joins page 17

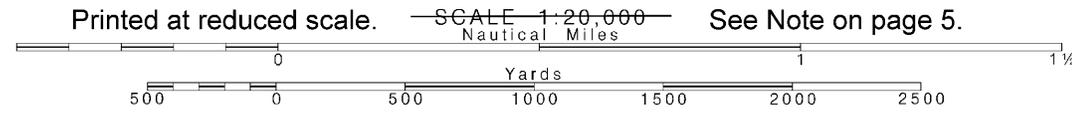
INDINGS IN FEET

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2

18

Note: Chart grid lines are aligned with true north.



See Note on page 5.

CAUTION
 Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

BELLEVILLE REACH - UPPER (C)	2.0	150	1.3	10
NUTLEY REACH (C)	7.1	150	1.7	10
RUTHERFORD REACH (C)	4.0	150	2.2	10
WALLINGTON REACH (C)	+1.6	0.7	+1.2	1-04
HACKENSACK RIVER				
DROYERS REACH	26.0	24.2	18.0	2,3-12
MARION REACH	20.8	25.5	22.8	2,3-12
TURNING BASIN	14.8	14.8	14.8	2,3-12
PORT NEWARK				
PIERHEAD REACH	31.4	30.8	27.9	6-11
				300-500 1.55 B32
				300-370 1.81 B32
				irregular 0.23 25
				300-750 0.65 40

A. REACHES WERE NEVER COMPLETED TO A 20 FOOT DEPTH. PREVIOUS DREDGING WAS TO 16 FEET ONLY.
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 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



ERSEY CITY

UNITED STATES - EAST COAST
 NEW JERSEY

PASSAIC AND HACKENSACK RIVERS

Mercator Projection
 Scale 1:20,000 at Lat. 40°47'

North American Datum of 1983
 (World Geodetic System 1984)

SOUNDINGS IN FEET
 AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

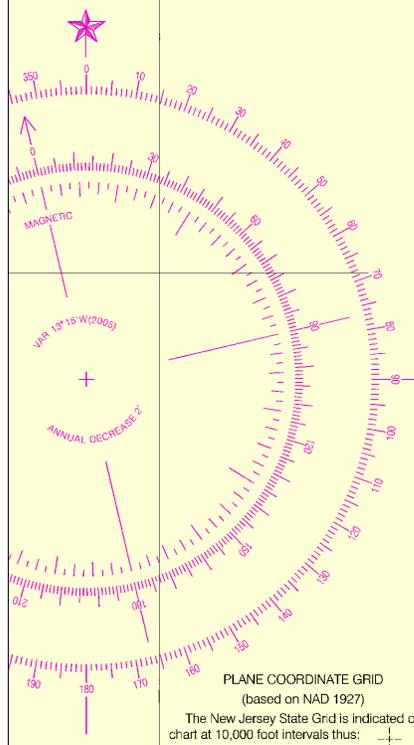
TIDAL INFORMATION						
Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)				
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water	
Port Newark Terminal	(40°41'N/74°08'W)	5.7	5.3	0.2	-4.0	
Newark, Passaic River	(40°44'N/74°10'W)	5.9	5.5	0.2	-4.0	
Hackensack, Hackensack River	(40°53'N/74°02'W)	6.6	6.3	0.3	----	
East Rutherford, Passaic River	(40°51'N/74°07'W)	6.5	6.1	0.3	----	

(Aug 2005)

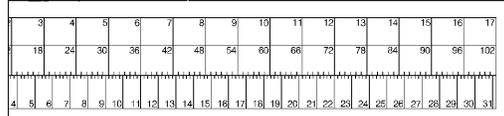
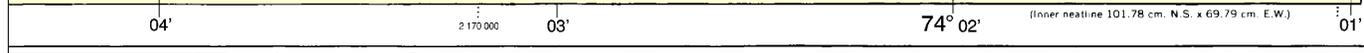
- ABBREVIATIONS** (For complete list of Symbols and Abbreviations, see Chart No. 1)
 Aids to Navigation (lights are white unless otherwise indicated):
- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| A/ alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:**
- | | | | |
|-----------|-----------|-------------|-----------|
| Cc coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock |
| Cy clay | Grs grass | M mud | S sand |
| | | | Sh shells |
| | | | sy sticky |
- Miscellaneous:**
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- ① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

SUPPLEMENTAL INFORMATION
 Consult U.S. Coast Pilot 2 for important supplemental information.

HEIGHTS
 Heights in feet above Mean High Water.



PLANE COORDINATE GRID
 (based on NAD 1927)
 The New Jersey State Grid is indicated on this chart at 10,000 foot intervals thus:



Passaic and Hackensack Rivers
 SOUNDINGS IN FEET - SCALE 1:20,000

12337

12337





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

- Nautical chart related products and information — <http://www.nauticalcharts.noaa.gov>
- Online chart viewer — <http://www.nauticalcharts.noaa.gov/mcd/NOAChartViewer.html>
- Report a chart discrepancy — <http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx>
- Chart and chart related inquiries and comments — <http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>
- Chart updates (LNM and NM corrections) — http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
- Coast Pilot online — <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>
- Tides and Currents — <http://tidesandcurrents.noaa.gov>
- Marine Forecasts — <http://www.nws.noaa.gov/om/marine/home.htm>
- National Data Buoy Center — <http://www.ndbc.noaa.gov/>
- NowCoast web portal for coastal conditions — <http://www.nowcoast.noaa.gov/>
- National Weather Service — <http://www.weather.gov/>
- National Hurricane Center — <http://www.nhc.noaa.gov/>
- Pacific Tsunami Warning Center — <http://ptwc.weather.gov/>
- Contact Us — <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

